New Years and New-Haves Railsoad Ga.,
No. I Hanover et., April 22, 1877.

NOTICE is hereby given that the ANNUAL
MEETING of the Stockholders of this Company will be
led at "Brewster's Hall," in the City of New-Haven, on the
led at "Brewster's Hall," in the first fee Blocking of Droclith of May next, at 11 o'clock a.m., for the Blocking of Droclith of May next, at 11 o'clock a.m. for the Blocking of Droclith of May next, at 11 o'clock a.m. for the Blocking of Droclith of May next, at 11 o'clock a.m., for the Blocking of Droclith of May next, at 11 o'clock a.m., for the Blocking of New York and State

By erder.

ONEY to LOAN.—\$20,000 to LOAN in two sums of \$10,000 each on Bond and Mortrage. Inquire of WM. M. WEEKS, Auctioneer, No. 55 John st.

Copartnership Notices.

MR. JOHN KENNEDY is this day admitted as PARTNER in our House. The business will be continued as formerly, under the same firm.

No. 44 Exchange Place, New York, May 6, 1857.

THE COPARTNERSHIP heretofore existing under the firm of W. T. JENNINGS & Co., is this day discovered by mutual consent. The business will be settled by reither the firm.

New York, May 1, 1857.

R. B. VALENTINE.

The undersigned will continue the business at the old location older the firm of W. T. JENNINGS, PETTUS & Co., Whole le and Retail Clothiers, No. 231 Broadway, third door above Astor House.

W. T. JENNINGS, JAS. T. PETTUS,

JOHN MUNROE & CO.

AMERICAN BANKERS,

NO. 5 RUE BE LA PAIX, PARIS,

Grant LETTERS of CREDIT for Mercantile purposes. Also

Grant LETTERS of CREDIT for Mercantile purposes. Also, CIRCULAR LETTERS of CREDIT on all the principal towns and cities of FRANCE.

GREAT BRITAIN, SPAIN, GERMANY, IRELAND, SWITZERLAND, RUSSIA.

BOULAND, SWITZERLAND, SWEDEN, Also on NORTH ALEXANDRIA

between the subscribers under the firm of SANDS awill. It is this day dissolved by mutual consent. Either part will sign the name of the late firm in liquidation of its affairs (Signed) SAMUEL S SANDS,

New-York, May 1, 1837.

E. B. AYMAR.

The subscriber will continue the Stock Brokerage Business on his own account at the office of the late firm of Sauds & Wills, No. 88 Wallest, and offers his services to his friends for the purchase and sale of Stocks and other securities at the Brokers' Board.

New-York, May 1, 1837.

E. B. AYMAR.

L. B. AYMAR.

A. J. WILLS.

Building Materials.

CHIMNEY-TOPS, Garnkirk and American Stone-ware, Glazed Pipes, Water and Sewer Pipes, vitrified, equal to imported, at half the price. Long Island Pottery, depot No. 62 Nassan st., N. Y.

ENCAUSTIC TILES—For Vestibules, Halls, EHEATHS, Diging rooms, Conservatories, &c. GARNKIRK CHIMNEY-TOPS, DRAIN-PIPES, &c. For sale by MILLER & COATES, No. 279 Pearl-st., N.Y.

Miscellaneons.

DECK and FLOOR BEAMS.—The subscriber are prepared to take orders for iron DECK and FLOOR
EEAMS, of all widths and lengths, at moderate prices. Builders are requested to call and examine drawings and prices.
Orders will be taken for any special form or length.
ELLIOTT & HOLDEN, No. 90 Beckman-st.

Forgery! Forgery! Beware
Of rogues, who counterfeits prepare;
For Lyon's Fowder and his Fills,
That bugs in chambers, rats in mills,
Indubitably slay.
Hy scoundrels, envious of his fame,
Have counterfeited been, in name;
Don't buy the poison, pray.

LYON cannot be answerable for the consequence of using the poisoness nostrains got up in imitation of his harmless MACNETIC POWDERS for destroying insects, substantially the poisoness to the section of the section of

Beat, at 12 o'clock in., for the COAL and WOOD required for the PUBLIC SCHOOLS of this city for the ensuing Winter, (say 1.800 tune of coal, and 1,500 cords of oak wood, and 300 excits of pine wood, more or less). The coal must be of the best quality of white ash furnace and stove, clean coal, in good order, of 2,30 pounds to the tun, weighed by a person selected by the Committee, and delivered in the bins at the several school-

The proposals must state the location of the mines fro hich it is proposed to supply the coal, and the price for furna-

which it is proposed to supply the coal, and the price or consec-size and stove size.

The wood to be of the best quality, and delivered properly sawed, split and piled in the school yards, as may be designated by the proper authority. The pine wood to be best Virginia pine, not less than 3 feet 6 inches in length, and the oak wood not less than 3 feet long, and the sticks not less than 3 inches in Jameter.

not less than 3 feet long, and the sticks not less than 3 meches in diameter.

The proposals must state the price per cord of 128 cubic feet, solid measure, for pine and for oak, and also the price per cut for sweing and splitting each load.

The wood will be inspected and measured by the Inspector of Fuel of the Board of Education. Said coal and wood to be deflicated at the schools where ordered, as follows: Two-thirds of the quantity of the wood from the 28th of May to the 20th of July, and the remainder as required by the Committee; two-thirds of the quantity of coal from the 28th of July to the 1st of October, 1837; and the remainder as required by the Committee. Said contract to be binding until the 1st of May, 1859.

Scentity for the faithful performance of the contract will be required, and each proposal must be accompanied with the names and signatures of the proposal must be accompanied with the names and signatures of the proposal must be accompanied with the THOMAS BOLEST.

DANIEL SLOTE.

Committee

DANIEL SLOTE.
THOMAS BOESE.
TERRENCE FARLEY.
GEORGE WHITE,
Committee

TRY the DELICIOUS WINES of HUNGARY They won the Price Medal at the Paris "Exposition Universel" as the best in Europe. Imported solely by FUCUND & GROSSINGER, 106 Water-st, N. Y. Sold to the trade and consumers at from \$5.75 to \$56 per case. Price Lists free by post

Dainte, Bils, Blass, &c.

CHEAP PAINT.—The celebrated GRAFTON MINERAL FAINT at 14 cents per pound, wet up with reof said is nee Oil, at 20 cents per gallon, produces a very cheap, handsome and durable Paint for Roofs, Fances, &c. The above can be bad in either large or small quantities, and also White Lead, Zirc, Colors, Varnishes, and all kinds of Paint Oils, at No. 113 Maiden-lane.

REFINED LARD OIL, for Burning and Ma-At chinery; free from gum, hurns brightly, does not crust the wiek. Also, COBURN PURE TALLOW OIL, which will outwear Sperm, stands codder weather and burns well. War-ranted as above. Barrels 30 to 46 gallons. Only Agent, JOHN W. QUINCY, No. 96 William et.

THE ATLANTIC WHITE LEAD COMPA-

THE ATLANTIC WHAT

NY.—Manufacturers of
White Zine Paint prepared from the best French Oxide, and
ground in refined Linseed Oil. Red Lead and Litharge of extra
fine quality. The trade and consumers supplied on the most
fiberal terms by

ROBERT COLGATE & Co.,

General Agents of the Company,
No. 267 Poxilett, New York.

Ocean Steamers, &c.

GREAT REDUCTION in FARE to EUROPE

by the first Cabin, \$30; Second Cabin, \$40; Third Cabin, \$30; Becond Cabin, \$40; Third Cabin, \$30; the first-class paddie-wheel steamethys ARIEL, 2500 tons, and NORTH STAR, 2500 tons, to sail from Pier No. 3, North River, at uson precisely, as follows:

Leave New, York for Southampton and Bremen.

NORTH STAR. Saturday, May 18.

ARIEL. STAR Saturday, July 4.

RIEL. STAR Saturday, July 4.

RORTH STAR Saturday, July 4.

RORTH STAR Saturday, July 4.

NORTH STAR Saturday, July 4.

ARIEL. Thesday May 12.

Saturday, May 18.

SOUTH STAR Saturday, July 6.

Wednesday, June 10.

ARIEL. Thesday May 12. Saturday, May 16.

SOUTH STAR Saturday, July 23. Wednesday, June 10.

ARIEL. Thesday, July 23. Wednesday, July 28.

FORTH STAR Saturday, July 28.

Wednesday, July 28.

FORTH STAR Saturday, Sept. 12. Wednesday, May, 12.

FORTH STAR Saturday, Sept. 12. Wednesday, Sopt. 18.

Passengers to HAVEE will be sent on in a first claus stemmer connecting on arrival at Southampton. Specie delivered to Leudon or Paris. For passenge or foreight apply to

Letters for England and Europe, prepaid, 25 cents each half center (by inclinative of passage stamps if from other acties), up to 11 o'chock of the merning of sating.

LINTED STATES MAIL STEAMERS.—The ships composing this line are:
The ATLANTIC, Capt. Oliver Eldridge.
The BALTIC, Capt. Joseph Comstew.
The ABLITIC, Capt. Joseph Comstew.
The ABLITIC, Capt. Joseph Comstew.
The salips baving been built by contract expressly for the Government service, every earch has been taken in their construction, as also in their engines, to insure strength and speed; and their accommodations for passengers are unequaled for elegance and comfort.

Price of passage from New-York to Liverpool, in first-class cabin. \$130; in second do., \$75. From Liverpool to New-York, 30 and 20 guiness.

An experienced engseon attached to such ship.
No borths can be secured until paid for. The ships of this line have improved water-tight bulkheads, and, to avoid danger from ice, will not cross the Banks north of 43 degrees until after the lat of August.

For freight or passage apply to EDWARD K. COLLINS, No. 56 Wall-st., N. Y.

EDWARD K. COLLINS, No. 56 Wall et., N. Y.
BROWN, SHIPLEY & Co. Liverpool.

STEPHEN KENNARD & Co.,
No. 27 Austin Friars, London.
B. G. WAINWRIGHT & Co., Paris.

The owners of these ships will not be accountable for gold, silver, buillon, specie, jewelry, precious atones or metals, unless bills of ladding are signed therefor, and the value thereof expressed therein.

Tuesday May 5 Tuesday June 2.
Saturday June 20 Wednesday July 8.
Saturday Aug 1 Wednesday Aug 13.

FOR LIVERPOOL.—The United States Mail

THE LIVERPOOL AND NEW-YORK AND PHILADELPHIA STEAMSHIP COMPANY'S Clydebuilt ion screw steamships.
CITY OF BALTIMORE. 2.307 tuns. Capt. W. Wylie.
CITY OF WASHINGTON. 2.350 tuns. Capt. W. Wylie.
CITY OF WASHINGTON. 2.350 tuns. Capt. W. Wylie.
CITY OF MANCHESTER. 2.109 tuns. Capt. P. C. Petrie.
KANGAROO. 1.574 tuns. Capt. Jefrey.
The undernoted or other vessels are intended to sail as follows:

And each alternate Thursday.

RATES OF CABIN PANSAGE—From New York and Philschephile, \$75; from Liverpool, 21 guiness, 17 guiness, and 16
guiness, seconding to the accommodation in the State Rooms,
all having the same privilege in the Saloon. Including Stew-THEED CLASS PASSENGERS.—A limited number of third class will be taken, and found in as much provisious as From Philadelphia and New-York, \$30. From Liv-

required. From Panacepnas and expect 4:00 parties who are expect, 4:00 passage will be issued here to parties who are desirous of bringing out their friends, at corresponding rates. Drafts on Liverpool from £1 upward.

These steamships are constructed with improved water-tight compartments, and each vessel carries an experienced surgeon, and every attention paid to the comfort and accommodation of passengers.

All goods sent to the Agents will be forwarded with economy

All goods who and dispatch of the passage apply to JOHN C. DALE, No. 13 Broadway, New-York, Agent, or JOHN C. DALE, No. 13 Broadway, New-York, Agent, or JOHN C. DALE, No. 1 and 13 Tower Buildings, Liverpool. WM. INMAN, Nos. 1 and 13 Tower Buildings, Liverpool. STEAM for SOUTHAMPTON and ANTWERP.

LEAGURE FOR SUCCIFIAMITION and ANTWERP.

The splexid and powerful new iron serew steamship
LEOPOLD I. A. Michel, Commander will sail for Antwerp,
calling at Southampton on SATURDAY, May 16, from Pier
No. 39 North River.

RATES OF PASSAGE, INCLUDING PROVISIONS.
In First Cabin. \$90.
In Second Cabin. \$55.
In Third Cabin. \$55.
This steamer has few value light.

In Third Cabin. 35.
This steamer has five water-tight compartments, and carries me apprianced surgeon. For freight or passage, having superior accommodations for ahin and steerage passengers, apply to AUGUST BELMONT, No. 7 Hanover st.

| AUGUST BELMONT, No. 7 Hanover| Certificates of passage will be issued here to parties who
| lesirous of bringing out their friends at the following rates:
| In First Cablin. \$100
| In Second Cablin \$60
| In Third Cablin. \$60
| In Third Cablin. \$350
| Social Cablin \$60
| Social Cabl

Steamboats and Railroads.

A FTERNOON BOAT for NEWBURGH and A POUGHREEPSIE.—Fare 75 cents.—The steamboat THOMAS POWELL, Capt. A. L. Anderson, will leave the Jay-st. Pue EVERY AFTERNOON at 40'clock, Sandays ex-cepted, commencing on Saturday, May 2, 1857.

POR BOSTON and PROVIDENCE via NEW PORT and FALL RIVER—The splendid and superior steamer EMPIRE STATE, Capt. Brayton, leaves New York overy TUESDAY and SATURDAY, at 50 clock p. m.; and the BAY STATE, Capt. Jewett, leaves New York evry MONDAY, WEDNESDAY and FRIDAY, at 40 clock p. m.; from Pier No. 3 N. R., near the Battery; both touching at Newsort each vey.

the Newport cach way.

Hereafter no rooms will be regarded as secured to any applicant until the same shall have been paid for.

Freight to Boston is forwarded through with great disputch by Freight to Boston is folkard.

Express Freight Train.

WM. BORDEN, Agent, Nos. 70 and 71 West-st.

FALL RIVER LINE—FREIGHT NOTICE.

The rates for freight between New-York and Boston were REDUCED on let April to the Sammer rates.

For particulars, inquire on board, or at Freight Office, Pier No. 3 North River. CENTRAL RAILROAD of NEW-JERSEY.

CENTRAL RAILROAD of NEW-JERSEY.—
Connecting at New-Hampton with the Delaware. Lackswanna and Western Railroad to Suranton, Great Bend, the
North and West, and at Easton with the Lehigh Vatley Railroad
to Mauch Chunk.
WINTER ARRANGEMENT—Commencing Jan. 1, 1857.—
Leve New-York for Easton and intermediate places from Pier
No. 2 North River, at 7.38 a. m. and 3:10 p. m.; for Somerville
at 7.30 and 11 a. m. and 3:10 and 4:30 p. m.
The above trains connect at Efizabeth with trains on the
New-Jersey Railroad, which heave New-York from the foot of
Contlandtest at 7:30 and 11 a. m. and 3:30 and 4 p. m.
JOHN O. STERNS, Sup't.

GREAT AMERICAN ROUTE.—MICHIGAN
SOUTHERN RAILROAD to CHICAGO. St. Leuis, Rock
Island, St. Faul, Mitwankee, and all places West and South
West, via New York and Eric, New York Central and American Lake Shure Railroads, to Tudedo, forming the shortlest,
quick est and pleasantest route to the Great West. For through
lickets and retes of Trainit apply at the Company's Office, No.
183 Broadway, corner of Dey-8t. New York.
JOHN F. PORTER, Agent.

ROYAL MAM. STRAMSHIP AFRICA for LIVERPOOL.—The AFRICA. N. Shanson, Commander, will still from the Company's Dock at Jersey fitty with the mail and passengers for Europe, on WEDNESDAY, the 18th hast at 11d o'clock processory. The second of the 18th of May an board by 16g o'clock. The ASIA will sail on the 18th of May. E. CHNARD, No. 4 Bowling green.

ONLY LINE with SURE CONNECTION.—
Transit 160 miles shorter than any other Route, and no exposure to Ricer Navigation.—UNITED STATES MAIL LINE, power to Ricer Navigation.—UNITED STATES MAIL LINE, power to Ricer Navigation.—UNITED STATES MAIL LINE, for the 18th of the

GALENA AND CHICAGO U. RAILROAD,
GALENA AND CHICAGO U. RAILROAD,
to Chicago, Milwaukee, Galesa, Dubuque, Rock Island, Burfington, Quiney. St. Louis, Cairo, Kansas and Nebrasta, and
ill other points West and South-west,
Via SUSPENSION BRIDGE or BUFFALO, is at
No. 173 BROADWAY, N. Y.,
COTTENTSON, DIVIED, DAIL DOAD.

A. F. SMITH, Superintend

Passenger Frame

DUNKIRK EXPRESS, at 6:30 a. m., for Dunkirk.

BUFFALO EXPRESS, at 6:30 a. m., for Buffalo.

MAIL, at 7:50 a. m., for Dunkirk and Buffalo and intermediate stations. Passengers by this train will remain over night at Eimira, and proceed next morning.

ROCKLAND PASSENGER, at 3 p. m., via Piermont for Sufern's and intermediate stations.

WAY PASSENGER, at 4 p. m., for Newburgh, Middletown and intermediate stations.

H. J. LOMBAERT, Superintendent, Altoona, Pa.

May 1, 1857.

PENNSYLVANIA RAILROAD.—
THE GREAT CENTRAL PENNSYLVANIA RAILROAD ROUTE.

FROM NEW-YORK TO CHICAGO IN 36 HOURS.
FROM NEW-YORK TO CHICAGO IN 36 HOURS.
FROM NEW-YORK TO ST. LOUIS IN 46 HOURS.
The Shortest, Best, and consequently the Cheapest Roate
from New-York To ST. LOUIS IN 46 HOURS.
The Pennsylvania Railroad connects at Pittaburgh with reflroads to and from St. Louis, Mo.; Alten, Galena and Chicago,
Ill., Frankfort, Lexington and Louisville, Ky., Terre Haute,
Madison, Lafsyette and Indianapoits, Ind.; Chelmath, Dayton,
Springfield, Bellefentaine, Sandusky, Toledo, Cleveland, Columbus, Zanesville, Massillon and Wooster, Ohio; also, with
the steam peaket boats from and to New-Orleans, St. Louis,
Louisville and Chiclamati.
Through Tickets can be had at any of the above-mentioned
places in the West. (See handbills in the hotels of this city.)
Passengers will find this the shortest most expeditions and
somfortable route between the East and West.

Through Tickets of further information, may be had at the
office of the
PENNSYLVANIA RALROAD.

The West of the State of the Pennsylvania Railroad Co.
New-York, May 1, 1857.

ONG ISLAND RAILROAD—Fail and Winter

ONG ISLAND RAILROAD—Fall and Winter Arrangement - (Sundays excepted) - Fair and Winter Leave Brooklyn for Greenport, 10 a. m. daily, for Yaphunk, 10 . m. daily, and on Saturdays at 5:45 p. m.; for Farmingdale, 10 . m. and 3:45 p. m.; for Syssect, at 10 a. m. and 3:45 p. m.; for Inguistrated, 10 a. m., 12 m., and 3:45 and 5:50 p. m.; for Javaice, 10 a. m., 12 m., 3:45, 5, and 6:30 p. m.

AND ROUTE—NEW-YORK TO PROVIDENCE, &c.—On and after April 1, EXPRESS TRAIN
of the Providence, Hartford and Fishkill Railroad will leave
Hartford on the arrival there of the Express Train of the NewYork and New-Haven, and New-Haven, Hartford and Springfield Railroads, which leave New-York at 8 a.m.
SAMUEL NOTT, Superintendent.

NEW WIDE-GAUGE ROUTE from NEW-YORK to ROCHESTER—The ROCHESTER and GENESEE VALLEY RAILROAD is new open, and, in con-nection with the Birfalo, Corning and New-York and Eric Reilroads, forms a direct route from New-York You and the parameters of this route, together with the superior com-fert afferded by the wide cars, renders it by far the most desira-ble between the above-named cities.

Tickets can be procured at the New York and Eric Railroud Ticket Office, foot of Duanest, and No. 193 Broadway; also in

IN PURSUANCE of an order of the Surrogte of the County of New-York, notice is hereby given to all per-sons having claims against JOHN BLACK, late of the City of New York, confectioner, deceased, to present the same, with wonchers the rest, to the missernbers, at the house of law in

from the 23d day of September, one thousand eight hundred and fifty-six, besides the costs of this action—Dated May 2, 1837.

MONELL & WILLARD, Plaintiffs' Attorneys.

my5-lawforTu*

SUPREME COURT--Kings County—(Suit No. I)

—JAMES WILCOMB against ANN ELIZA WHITING, WINSLOW L WHITING, John C. Bouting, Francis H. Upton, Simeon E. Church, Mrs. Sophia B. Church his wife, Edward Bishop, BENJAMIN BENNETT, George J. Seney, Overar Varet, Edmund M. Young, Jackson S. Schultz, John F. McCoy, William A. Sears, Edward Godfrey, Abraham W. Godfrey, Joseph Godfrey—Summons for Relief. (Com. not. set.)—To each of said Defendants: You are hereby summoned and required to answer the complaint in this action, which will be filed in the office of the Clerk of the County of Kings, at the City Hall, in the City of Brooklyn, and to serve a copy of your answer to the said complaint on the subscriber, at their of Sec. No. 66 Wall-st., in the City of New York, within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fail to answer the said complaint on the Pulnitif in this action will

New-York Daily Tribune

The following interesting extract is taken from the letter of an intelligent correspondent who is traveling

in Russia:

"I reached Irkeutsk on the 7th of January last, after a passage of 35 days from Moscow. I haited at the most important and interesting cities on the way, in order to gain what information I could in respect to the commerce of the country.

"At Nijni Novgorod, the seat of the great fair, I stonged to look at its situation. The country is stonged to look at its situation.

the commerce of the country.

"At Nijni Novgored, the seat of the great fair, I stopped to look at its situation. The sale of tea at the late fair amounted to 6,920,000 rubles isliver). The whole value of trade at the fair was over 320,000,000,000 of rubles. Should the Amoor River be opened to commerce it would not injure the trade of this city, for there would be commerce enough for all when the country is opened and known. European Russia must still continue to draw her teas overland. The opening of a direct commerce between Siberia and the United States by way of the Amoor would develop an immense amount of commerce now latent, would stimulate all branches of industry, and finally make that vast country known to the world. It possesses immense mineral wealth, but wants population and enterprise. Nijni is well built on the west bank of the Volga, where the Okah joins it from the west. There are some forty steamers on the Volga, and commerce is rapidly increasing. The distance to Astrakan and the Caspian Sca as some twelve hundred versts. The river is frozen, but not yet sufficiently to risk a ride on it to Kazan, some five hundred versts to the east. I halted at Kazan, the old Tartar capitel. It is a fine city, and commands much commerce. At Ecatherineburg I remained two days. This is the center and capital of mining operations in the Ural Mountains. The trade concentrating here seems to be large. It is a beautiful and well-built city, and takes one by surprise, perched as it is on the pinnacle, and in the very heart of the mountains, half European, half Asiatic. The product of the mines gold) is said to be five suillions, and the variety of minerals, precious stones and marbles is truly wonderful. The Govornment has a mint for copper, and other works for iron, marble and precious stones. Tumen was the next point of interest; here is gathered the castern Siberian trade, import and export—one descending from, the other resting to gather strength to cross the Ural from Asia. or in which bushes, Corning and New York and Severage and the work for the feether.

The directions of this route, teacher with the superior confert aforded by the wide care, rathers it by far the most desire he below en the above-mand edites.

The directions of this route, teacher with the superior confert aforded by the wide care, rathers it by far the most desire he below en the above-mand edites.

Telection he procured at the vork and fire facilities of the conference of

gold and sand, which closely resemble those found in Cabfornia. In fact, from all I can gather, certain sections of this vast country are wonderfully rich in gold, and as all that is dug has to pass into the Gov-

sections of this vast country are wonderruny from gold, and as all that is dug has to pass into the Government Mint, the amout obtained remains unknown to the public.

"I find this a very pleasant city, and the center of all that is interesting in Eastern Siberia. It is the seat of learning, of commerce, of fashlon, of wealth, of power for this region, and worthy of a critical analysis. The appearance in this remote region of any foreigner would create at least puriosity, and some inquiry as to the motives and object of the visit; but being the first American who had visited this city (with the exception of Capt. Hudson, who brought out the steamship America for Russian service at the Amoor, who arrived here overland from Ayan a few days previous to my visit), it excited unusual curiosity. There is much wealth here, and a great company is talked of to put steam on the Amoor as well as on the Lake Baikai. There is one steamer on the lake, the only one in Siberia, of eighty-horse power, built eight years since. The machinery is German. At present the only way of procuring machinery is overland from Ecatherine berg, some three thousand five hundred versit distant. Coal and iron abound here, and, as yet, little has been done to develop them. Iron is made, but no machinery. Within a few days I shall go to Kyachta and

The machinery is German. At present the early "ay of procuring machinery is overland from Ecatherine-berg, some three thousand five hundred versts distant. Ceal and iron abound here, and, as yet, little has been done to develop them. Iron is made, but no machinery. Within a few days I shall go to Kyachta and Mia-mat-chin to attend the annual fair. Is is distant from this city, in a south-east direction, about five hundred and fifty versts. The Baikal Lake is now frozen, and the whole distance will be performed in a sleigh, with post-horses.

"I take the liberty of mentioning, as it may not be uninteresting the system of "posting" in Russia, having had a good opportunity to observe it from Moscow to this city, a distance of over five thousand versts, and some twelve degrees more of longitude than from Beston to Astoria.

"This system of 'posting' was originally established by the government for its own sole purposes—first strictly military; then followed the mail for the public, and finally, for the use of travelers. There is from this place to Moscow two hundred and ten stations, at which six 'troy kahs,' eighteen horses, are contracted for by the government to carry the mail twice a week, at three hundred rubles each 'troykah' per year. The stations were originally built by the government and a postmaster appointed to reside at each. This arrangement compels the contractors to furnish the mail with the necessary horses and vehicles; the horses at all other times (with the exception of one troykah, which must remain always for the dispatch of government couriers) are at the command of travelers, who carry what is called a 'pardarcehua;' that is, an order by the government on the 'postmasters to furnish a certain number of borses for this 'pardaroshua;' the government on the 'postmasters' to furnish a certain number of borses for this 'pardaroshua;' the government or the senion and absolute command on the 'postmaster' to furnish the horses are employed in the transportation of the mail to procure (command) other horse—twenty-five rubics carh. One of the most singular features in this route from Moscow, such an immense distance over such an immense waste of country, is the fact that it occurs less than half-a-dozen times that the change of horses does not take place in a city, town or village. I have no hesitation in saying that I passed through, between this place and Moscow, five hundred cities, towns and villages. This, of course, has been the work of time and a strong government, because villages are made by imperial command. But, nevertheless, there is much to be learned in this respect, and it might be of real service to us in solving

because villages are made by imperial command. But, nevertheless, there is much to be learned in this respect, and it might be of real service to us in solving the problem as to a post-road being the arant courier of the Pacific railroad to unite the Mississippi with the Pacific ocean. In performing the journey myself, I employed over seven hundred horses, because I frequently had four, and sometimes five, to my sleight, his, with the two hundred and ten drivers, and fifteen additional postillions—say two hundred and twenty-five rubles for a "troykah," or about eight cents per mile.

"The proper time to go to Cheta will be before the breaking up of Winter, otherwise the journey would be much longer and more difficult. I shall remain in Cheta, or in that region, probably till May, according to the best information to be gained at this time, when the first expedition for the scason will embark upon the Amoor for Nicolaief. I visited to-day the Museum, which is also the depot of mineralogical and geographical knowledge. The mineral richness of this country, judging from the specimens exhibited, is truly wonderful. The department of antiquity is also interesting: and as to antediluvian remains, no country pessesses a tithe of what this does.

"There are many varieties of fish in Lake Baikal, but particularly one very singular species. This fish

"There are many varieties of fish in Lake Baikal, but particularly one very singular species. This fish is cast upon the shores after great storms; a live fish has never been seen; the san is quite a mass of rat, from which the inhabitants make quantities of oil, which is used for domestic purposes. Bitumen or asphalt is also thrown up from the depths of the lake and east upon the shores, from which, also, oil is very readily obtained. The shocks of sarthquakes are fre-

readily obtained. The shocks of sarthquakes are frequent, but do no damage.

"I saw yesterday a Greek priest who had been some years in Pekin, China. He gave me some interesting information, particularly concerning the trade and products of Northern China, Mongolia and Manchooria. The northern portion of China, north of the Yellow River, produces no tea, but much silk. There is a coarse but most excellent kind of silk produced, which is much esteemed for men's garments. The worms are fed on a species of oak peculiar to the country. This silk is produced in large quantities, and a dress or robe of it, such as is worn by the priests, will last ten years. The Russian mission is composed of ten persons, never more, but may be less by death or other cause. They reside within the City of Pekin, near the imperial palace; have a Chinese by death or other cause. They reside within the City of Pekin, near the imperial palace; have a Chinese guard of honor, but are perfectly free and unrestricted in their movements. This priest had been to Canton overland. The Chinese have a school of twenty-four young men, taken from the children of those who are descendants of the Cossacks made prisoners at the capture of Albasin, on the Amoor River, in 1680, in the war with Russia, and who were removed to Pekin; these boys are taught the Russian language, and any document coming from Russia is sent to this school to be rendered into Chinese, as well as such Russian bocks or writing of the contents of which the Emperor wishes to be informed.

wishes to be informed.

"The steamer America has made the passage from Nicolaief, mouth of the Amoor, to Agan, through the straits north of the Amoor, into the Okhotsk sea. This has heretofore been considered impracticable. It is reported that there are fourteen feet of water on the bars. Twenty-two feet is found in Tartary; but the charts and such specific details of the navigation as are valuable are as yet only in the hands of the local authorities there.

are valuable are as yet only in the hands of the local authorities there.

"Frem the junction of the two rivers, Shelka and Argoon, which form the Amoor, the distance to Nicolaiet is over 3,500 versts. The Shelka rises in Trans-Balkal; the Argoon forms the boundary between the Mongolian Chinese possessions and Siberia. Both of these rivers are navigable, but to what extent is succrtain. There is navigation from this point, by the Angara, Balkal, and Selenga, to within a short distance of Kyachta, and steam could be employed the whole distance. From this place to the mouth of the Amoor is 6,000 versts."

PUBLIC MEETINGS.

AMERICAN INSTITUTE FARMERS CLUB. TRESDAY, May 5.—The President, R. L. PELL, in the chair. The Secretary read several papers of in-

the chair. The Secretary read several papers of interest.

A letter from a lady in Virginia says that she reads the proceedings of the Club, and wants a few seeds of the impty Sugar Cane, so as to make a commencement, as the people of Virginia kave got to turn their attention to some other kinds of crops.

Timier Trees planted in Irdand.—From a paper of official character it appears that over two millions of trees were planted last year in Ireland, which were register—I with the magistrates. We are not told for what purpose this registry is made, but we are led to infer that it is for some bounty offered by Government to induce the planting of valuable trees for the growth system of destruction, before we shall be under the see sity of offering boarties for this same purpose in this country, so lately a dense forces in the country. Cameis and Dromedaries.—The Emperor of Brazil Cameis and Dromedaries into that country is about to introduce dromedaries into that country.

This animal can go two months without water, and

erts and plains of that country. A common load of portionary dromedary is 500 pounds. One of the anels in Texas has carried two bales of cotton, af 560 and seach. One of the best kinds of dromedaries

emels in Teas has carried two bales of cotton, \$15.00 or unds each. One of the best kinds of dromedaries or riding can travel 400 miles without stopping to cat, this correst.

Are X Zealand Diascorias—has been tried in France, with but poor success. The same paper speaks highly of the success of the new sugar cane.

Birds in the City.—A paper from A. Nash, says he as demesticated the common wren in this city by wilding them a suitable house, very much to the an usement and pleasure of the family. One pair atthed and rearrd ten young ones in one season, and hey acted as perfect scavengers of bugs and worms the neighborhood. Mr. Nash says two handred wren houses were built last year about Union square, which were not only occupied by wrens, but several other kinds of birds, and these served to keep the last and neighborhood almost free of insects.

Vertilation.—The Presument read a very interesting and important paper upon the subject of ventilation. He thinks the cause of many of the deaths in this city is directly traccable to bad-ventilated dwellings and work-shops. Half of the children die before the age of cleven, and half the artizans of the city die under 21. Over 34,000 people are probably now liver in cellars in this city.

Mr. Prin thinks there is a great necessity of occasionally flooding the sewers, so as to carry off all the fifth that grenztes nowome gaves. He thinks

substances down a grace, when a variety should have, if they do not; and according to his calculation, it would not take a very large amount of warter more than we now have command of to work all the dirt of the City away every day through the sewers. It is a question whether that would not be the cheapest method of cleaning the streets. It would only need a small increase of water through the Croton Aqueduct, without increasing its capacity. It is a subject worthy of consideration.

Upon the subject of ventilation, Mr. Pell saids. None of our houses built for the poor are ventilated, and but few of those for the rich. Our schools, theaters and churches are nearly all built in such a manner that people are prisoned and permanent diseases engendered. Mr. Pell traced the crimes of the City to the dark, dirty, unwholesome dwellings that breed crime through the natural tendency of such abodes upon the human mind.

Prof. Hilderth gave it as his opinion that the National Hotel sickness arose from decomposed animal matter, which might have been avoided by sufficient ventilation.

Solos Robinson—I do not think such a miasmatic

Solon Robinson—I do not think such a miasmatic disease as that is very singular in a country that is all miasmatic from Washington to Florida. The same kind of disease affects strangers in the warm season upon all the plantations of the Southern States near the sea shore, to such an extent that it is dangerous to sleep upon them in all the Summer months. I don't think it at all necessary, as the gentleman suggests, to send abroad to investigate miasmatic diseases, caused by filthy, unwholesome, in fact, loathsome habitations. This city is full of them, all around us, close by where we stand now, such abodes as no human being should be allowed to live in. In fact, we who are used to better air could not live in them. It is these unventilated, wretched habitations that swell our bills of mortality, particularly of children, until we get the reputation of a city that is extremely unhealthy; but it is not so.

Prof Nasa said that decomposed vegetable matter destroys thousands of lives in both city and country. He inquired if it was not a fact that mineral poisons may be found floating in the atmosphere, in some localities sufficient to produce death.

Prof HILDRETH said that arsenic was a mineral very likely to become volatile. He had detected the peculiar smell of volatile arsenic near gas houses. He thought it may be breathed to considerable extent in many places in cities. Zine is also subject to volatilization, but the workmen in zine factories are not unhealthy. Lead velatilizes, but he thought the injury to the health of lead workers did not arise from that source, but from the particles of lead floating in the air.

Prof. Nash thought much injury to health arose ent ventilation. Solon Rosinson-I do not think such a miasu

retted bydrogen is also a very common gas, and very

retted hydrogen is also a very common gas, and very injurious.

Prof. Mares—Low dormitories have been proved to preduce disease and death much more frequently than in high rooms. One person consumes twolve gallons of air a minute. Carbonic gas, which collects in cellars and low rooms, cannot be retained in upper one—it passes through the walls and escapes. The walls of the old Alms-House in the Park were saturated with gas that gave off a peculiar odor, that was perceptible after the house had been purified by fire. The Russian stove is the most sensible form of heating a house. Few of us use stoves large enough. Mine are very much larger than those in common ase, and and are never heated to a red heat. There is nothing more unhealthy than a red-hot stove in a close room, unless it is a house heated with a hot-air furnace, without ventilation, which always affects me unpleasantly. A house heated by steam has an entirely different and more healthy atmosphere. I have never yet seen any plan for evaporating water that would give a good heating atmosphere. I have never yet seen a furnace that did not at times become overheated and injurious to health. Ventilation, in England, is now very much promoted by the use of hollow brick in the walls, which are made to serve as pipes for ventilation. It is a remarkable fast that the disease of consumption is unknown in the City of hollow brick in the walls, which are made to serve as pipes for ventilation. It is a remarkable fact that the disease of consumption is unknown in the City of Mexico, which is 9,000 feet above the sea. In sleeping, the higher up from the ground we lodge, the better for health, as a general rule.

Prof. NASH—In a low-ceiling room the elevation of the bed should be one third of the hight of the room above the floor. In one with high ceilings any hight from two feet above the floor will answer. He

from two feet above the #

the bed should be one third of the light of the road above the floor. In one with high ceilings any hight from two feet above the floor will answer. He thought much good could be done by lectures upon the subject of health and ventilation. Life should be longer here in the city, if kept clean and our houses properly ventilated, than in the country.

Prof. Marks said that he knew the city when Leonard street was a cow path; and then all above, in the uppaved portions, were unhealthy—aubject to fever and ague. As it has been improved it has grown healthy. New-York is so located that it may be the healthlest city in the world. In fact all the up-town well-paved and sewered streets, are now the most healthy localities in my knowledge. No family have the least occasion to leave the city on account of health; and if those who do leave for that purpose succeed in improving it in the country, it cannot be because they have found a more healthy localitie, but because they change their mode of living, and spend more time in the open air, and cat different food, and digest it better because they alway for the country. The country is the tester because that protuce disease here, and not anything natural to the locality.

Dr. Watenury.—However important these discussions of hygiene; may be, I am afraid that in departing from the proper sphere of the club, in which we are strong, we shall, show that when these difficult questions of miasma, and causes of disease, we shall exhibit a weakness. Who of all medical or learned men can say what is malaria? We cannot see it—it cannot be analyzed—we are not certain of its cause—we only know its affects. Who has ever detected mineral poisons in the air? We know that consumptions are more prevalent in this country is mountainous districts than upon the lowlands near the sea. Yet who can tell the cause of consumption? Let as quit the subject of discussions about diseases, and return to spicultural subjects.

Prof. Nach, Dr. Waterbury, and Mr. Pardoe were appointed a committee to examine

appointed a committee to examine a population. Adjourned.

BOARD OF SUPERVISORS. MONDAY, May II.—Supervisor CLANCY in the chair.

The Clerk read the minutes, after which the following was received from the Mayor, in reference to the

Ing was received from the Major, a rotation to an art passed by the Legislature, April 18, 1857, relating to the Board of Supervisors of the City of New-York. By the provisions of this we the Mayor and Recorder have creased to be members of the Board, the former assuming the same relation to its proceedings as he bears to the proceedings of the Common Council.

Deeming it necessary that the Board shall organize and assume its duties under this law, I hereby tender my resignation as Chairman, and withdraw from the Board.

Returning meny thanks for the courtesy and kindness as tended to me, and desirous that the Supervisors will continue vigilant and industrious in the discharge of the important trusts devolving upon them. I am sincerely their will winker for the Supervisors TUCKER moved that the Counsel to the Corporation advise the Supervisors as to their duties under the new act, which was adopted.

The Board then adjourned to Monday.

Congression and A